

Tue, 19 November  
2024  
Weekly Newsletter



NEWSLETTER #880



Launch of new version of  
EVIYOS™ multipixel LED as  
ams OSRAM pushes forward  
with product roadmap

Read now!

ams OSRAM

## Editorial

# New Regulation Clears Way For New Light Tech In China



New and updated Chinese GB Regulations are now published and ready for implementation. Now, vehicle lighting standards in China are grouped as in the UN Regulations:

- Road illumination Devices are covered by [GB 4599-2024](#), corresponding to UN R149
- Light Signalling Devices are covered by [GB 5920-2024](#), corresponding to UN R148
- Retro-reflective Devices and Markings are in [GB 11564-2024](#), corresponding to UN R150

The new Chinese regs will enter force progressively from 1 July 2025 (fog, cornering, and position lamps) and will become mandatory on all new registered vehicles on 1 July 2028.

The change will dramatically affect the design of vehicles and their lights. And may request a re-design of some lamps already on the markets. For example, all headlamps will have to fulfil the new photometric grids, similar to UN R149/01, all rear main stop lamps will have to have at least 15 cm<sup>2</sup> lit surface, and reversing lamps will have new requirements at 30° Down. The "n-1" light source failure rule has also been changed, incorporating the visibility angles.

Aside from new constraints, there are also new possibilities. Road projections have been added in the regulation, without limitations—there is no restricted list as in UN Regulations—and signalling road projections are allowed. For sure we will soon see road-projected turn indicators and reversing lamps in China; perhaps experience gained there will help guide and inform the relatively conservative EU regulators.

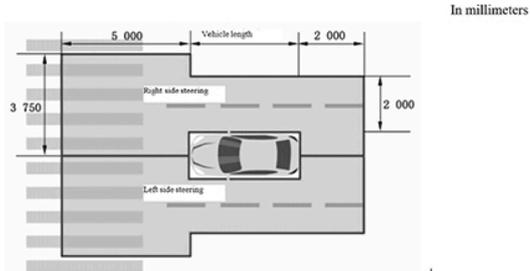


Figure B.2 Schematic Diagram of Projection Symbol Position of the Direction-indicator Lamp

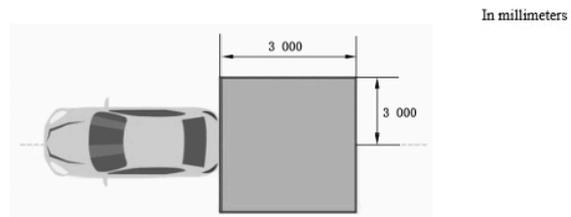


Figure B.3 Schematic Diagram of Projection Symbol Position of Reversing Lamps

Interestingly, the turquoise Autonomous Driving Signal lamp has been removed from the final text. Investigation is ongoing for the moment to gain consensus in China.

Installation on vehicles now has to be clarified, because GB 4785 (corresponding to UN R48) has not yet been modified. This question will be addressed during the [DVN Shanghai event on 4-5 December](#), with participation from CATARC and SMVIC experts.

**Paul-Henri Matha**

DVN Chief Executive Officer and Lighting General Editor

# Breaking News

## New GTB president election

BREAKING NEWS



Wolfgang Huhn, to many readers of this newsletter known in his role as DVN Senior Advisor, has been elected yesterday as new GTB President. His 4-year mandate will start on 1 January 2025, and he will replace Valter Genone.

Thank you to Valter for the leadership he has brought to GTB over the past 4 years, especially while taking the helm during the difficult fully remote days of the pandemic, and congratulations to President-elect Wolfgang!

# In Depth Lighting Technology

## DVN @ Electronica Conference



**By Paul-Henri Matha and Wolfgang Huhn**

At electronica 2024 in Munich, the international electronics industry demonstrated that digital technologies are the key to achieving a carbon-neutral future. From 12 to 15 November, 3,480 exhibitors presented their innovations across the entire spectrum of electronics to about 80,000 visitors in 18 exhibition halls at the International Congress Center Messe München.

In addition to sustainability, topics including artificial intelligence, the future of mobility, and the development of young talent sparked lively discussions at the exhibition stands and throughout the extensive supporting program. The equally successful SEMICON Europa took place concurrently in two halls.

Exhibitors travelled from 59 countries and regions—76 per cent of them came from abroad. There were around 80,000 visitors from around 100 locales; 54 per cent of show visitors were from away. After Germany, the top 10 visitor countries were Italy, China, France, Austria, United Kingdom, Switzerland, the USA, Spain, the Netherlands, and Poland.

The day before the show started, an automotive conference was held, with four great keynotes. The first was given by Google's Michael Kollig, who extolled his company's notion of the power of generative AI. He showed a video with a woman walking around an office with a smartphone with a running video function; she asked the AI all kinds of things, and the AI answered immediately—a lot of "what is this" questions, including a screenshot of C++ code on a PC, which the AI interpreted, a handwritten schematic on the whiteboard which the AI improved, and "where are my glasses?"—they'd been visible for a short time at the beginning, and of course the AI in the video 'knew' where they were. The other three keynotes by Infineon, Wolfspeed, and Hitachi were also of a high standard.



CTO panel discussion: 'Mobility Technology Roadmap'. Panel: Marelli's J. Fetzer, Vishay's Roy Soshani, Scheffler's S. Rebhan, NXP's Lars Reger, with moderator Peter Gresch.

There was a Lighting and Interior Trends session chaired by DVN's Wolfgang Huhn. Samsung Semiconductor Europe COO and SVP Jens Kahrweg spoke on auto interior and cockpit trends and how to overcome challenges with semiconductor solutions. Kahrweg has been instrumental in the success of his company's System LSI business, which designs core semiconductors. His key topics included the role of generative AI in cockpit innovation and how memory, computing power, sensors (including UWB for health monitoring), and display technologies are addressing these trends.

Yangfeng's Christophe Pincemin spoke about interior lighting trends in China and Europe. Pincemin started his career in the automotive industry 26 years ago after studying materials engineering. After management positions around the world at Mecaplast, Novares, and Antolin, he joined Yanfeng in 2020, where he is now Executive Director of Smart Surfaces and Lighting. In his presentation, he said global trends and customer demands influence our daily work in developing our products and improving the overall customer experience.

ams OSRAM's Mobility and Illumination Product Marketing Director Stephan Eicher's talk was entitled, "How Cutting-Edge LED Technology Enables Trends in Interior Lighting". He explained that lighting plays an increasingly important role in the user experience and is now seen as a key differentiating feature and design element. So, it makes sense that new applications for interior lighting are constantly being explored.

ST Micro's Alfonso Furio presented onCAN FD Light, which is a network protocol for controlling modern vehicle lighting—including LEDs and OLEDs, in applications from rear lights to front grille lighting. Lighting is rapidly and continuously evolving to improve safety and driving comfort. At the same time, it is a key element of vehicle design for automaker branding. This is happening in parallel with the rethinking of the entire E/E architecture, opening the door to optimized communication protocols such as CAN FD.

## **Electronica Opening Ceremony**

The official opening event of Electronica was on Monday evening; 450 guests were invited for a grand opening with official honours, a CEO panel discussion, and an opening party.

The semiconductor industry CEO panel discussion was chaired by Handelsblatt journalist Joachim Hofer, who is well-known in Germany. He asked tough and politically-charged questions which the panel of CEOs at first refused, then answered with more and more details as they warmed to the subject.



Some statements from the discussion:

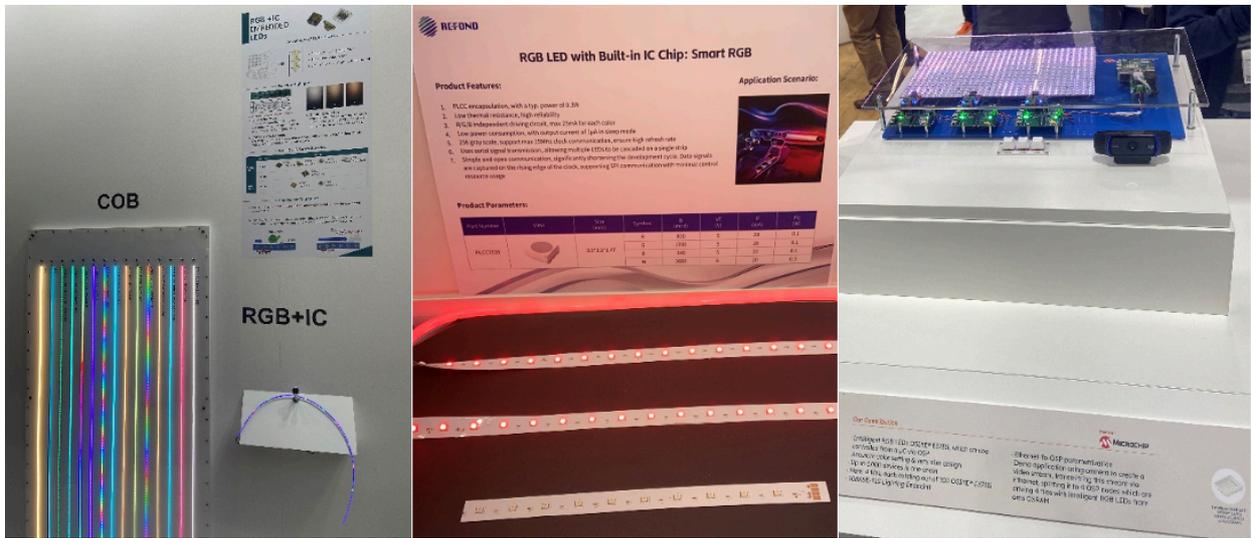
- Every government supports its national semiconductor industry, but no country can ever be independent on its own.
- Predictability of government decisions, including taxation, is essential for planning our business.
- The AI boom will lead to a hardware boom, including sensors. AI will help avoid unplanned factory downtime.
- EU AI regulations are never fast enough to keep up with technology development. This takes time and we in Europe will not have access to the latest AI models.
- CO<sub>2</sub> reduction is good and necessary, but should please proceed along the Pareto line.
- There is no way to work without China. Their talent pool is bigger and their energy costs are lower.
- We will have another semiconductor crisis because of the tactical behaviour of some in the supply chain.

All along the different halls, especially in automotive and semiconductors halls, lighting technology was very well represented. Our main takeaways in 5 bullet points:

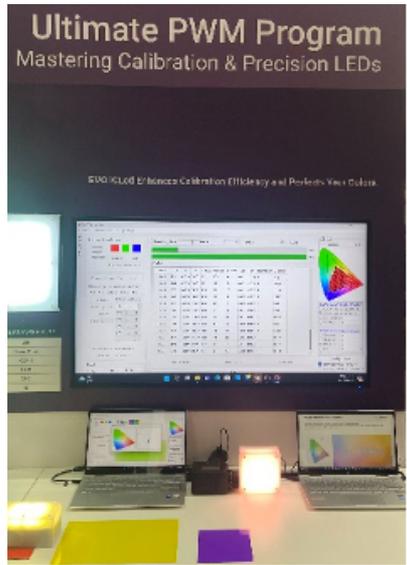
- Light sources manufacturers, as part of the semiconductor industry, were massively present. Their main products were focused on miniLED technology—especially from Chinese and Taiwanese manufacturers—and RGB LEDs, including LED ICs.



Harvatek: 0.6mm pitch. Refond: 0.3mm pitch (monochrome). Everlight: 0.6mm pitch. Lextar: 0.6mm pitch (monochrome)



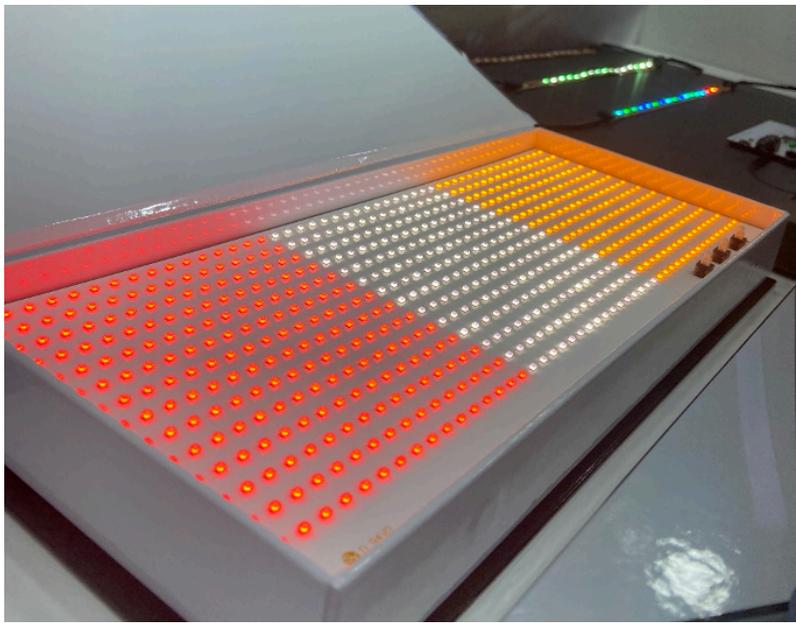
L to R: Harvatek's RGB COB and RGB+IC. Refond's LED+IC. Osram's LED + ISC with OSP / Ethernet.



Brightek's LEC+IC with calibration tool to save time defining the right colour, including colour filters



Dominant : LED = IC compatible with ISELED or OSP / Integrated LED module + IC + connector with Dominant / Inova / Rosenberg



1515 LEDs with 180° viewing angle (Everlight, Lextar) for display backlighting and signalling applications

- Display technology is evolving very fast with nice OLED displays showing reduced depth and good rendering; transparent microLED displays, and foldable displays. Aside from pure-display applications, also for side windows, windshields, and exterior lamps.

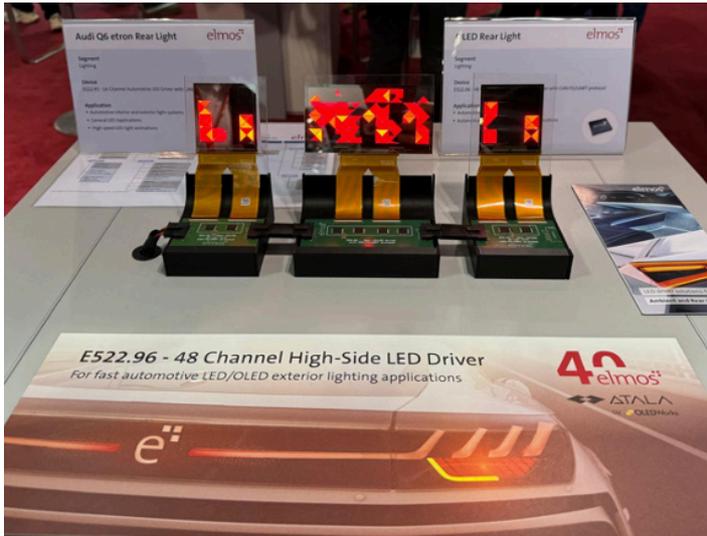


L to R: Samsung's depth difference OLED vs LCD. Display on a rollable film. Foldable display.

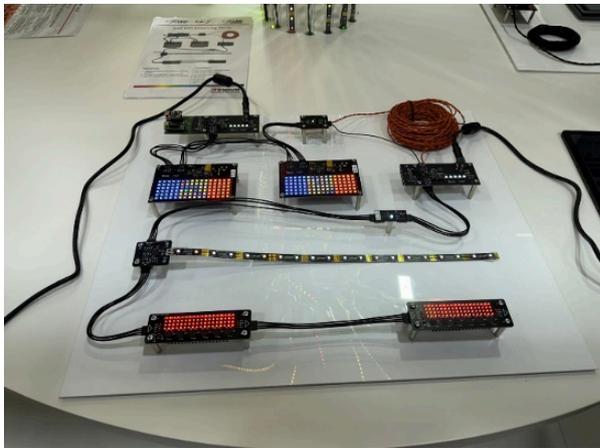


Tianma's transparent display for side-window or windshield application; bendable-foldable display.

- LED IC supply is a new development, compatible with management of more pixels and Ethernet interfaces.

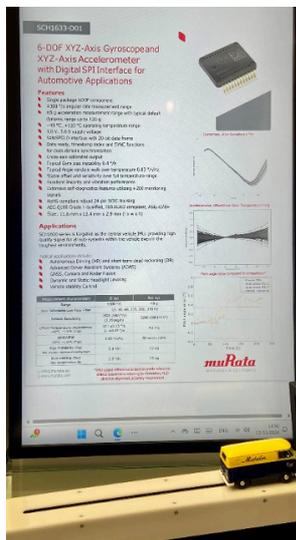


Elmos' 48-channel driver on Audi Q6 with CAN FD and no gateway, Onsemi's Ethernet Translation Gateway + LED IC concept for SDV (R)



L to R: Inova's Iseled / ILAS demo. Analog Devices' Ethernet E2B concept for SDV architecture. Novosense ISD LED IC with phase-shift PWM for high-count pixel management with one single LED IC.

- New concepts to manage automatic levelling as now required by UN R48 from AML and Murata, based on MEMS technology (Gyroscope + accelerometer)—AML previously showed, at the DVN US Workshop '24 last summer, that their solution can provide automatic headlamp aiming and fast dynamic levelling, not just static aim-maintenance.



Automotive Products Group



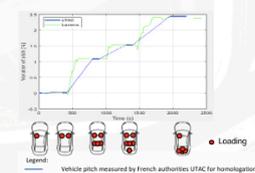
**LuMEMS®**  
Leveling using MEMS

LuMEMS® 12V LIN

Digital automatic leveling for next generation headlamps

**AML has released a new sensing solution that brings automatic leveling to the Digital Age**

For decades, OEMs and Tier Ones have relied on mechanical chassis sensors. But these are exposed to harsh environmental conditions due to their external fitting on the vehicle and requires long wiring. And their supporting components add unnecessary weight. Instead LuMEMS® has accelerometers and gyroscopes on a PCB-chip substrate packaged in a small and light controller. LuMEMS® measures the pitch angle of the vehicle independently of the slope of the road.



**Pitch angle measurement**

This technology is based on MEMS sensors and a micro-controller with dedicated algorithms. In the stationary phase, LuMEMS® measures and calculates load variations. During the motion phase, a specific algorithm refines the pitch value of the vehicle. LuMEMS® allows to adjust headlamps in accordance with ECE R48.

- Importance of networking in this sort of event to discuss trend, technology, possible application, etc...



# Lighting News

## GRE 91st Session

### LIGHTING NEWS



#### Special to DVN by GTB President Valter Genone

The Working Party on Lighting and Light-Signalling (GRE) held their 91<sup>st</sup> session in Geneva from 22<sup>nd</sup> to 25<sup>th</sup> October. Some significant achievements have been made, including:

- Approval of the requirements allowing the driver assistance projection for predicted trajectory. After side discussions over the last year between GTB and Japanese Government representatives, the GTB proposal of amendments to UN Regulation N° 48 has been accepted by GRE.
- Approval of the proposals of amendments to UN Regulations N° 48/06, /07, /08, and /09 and N° 149/01 to improve the existing requirements on detection and indication of light source failure in vehicle lamps. With these amendments it will be possible for vehicle and lighting device manufacturers to choose from five different detection conditions, the most suitable one for the technical solution at hand (type-approved light source, light sources modules, matrix LED), thus avoiding a requirement to switch off the device or provide a failure signal if the light source failure will not be detrimental to the compliant performance of the device or system.
- Introduction in R.E.5 (Consolidated Resolution on the common specification of light source categories) of new LED categories LW7A and LW7B, optimized for use with light guides by producing a higher luminous output to compensate the lower optical efficiency.

Also on the topic of light sources: the GRE Task Force on Substitutes and Retrofits (TF-S/R) presented an update with next steps to develop additional LED replacement light source categories as optional replacement equipment for halogen light sources in vehicles in circulation. The GTB WG Light Sources will draft the proposals and submit to TF S/R, after which TF S/R will review and submit to GRE.

- Introduction of some corrections and clarifications in UN Regulations № 148 and 149.

In addition, all the documents related to UN Regulation № 48 approved at the 90<sup>th</sup> GRE session in April 2024 but kept on hold in order to combine them with future amendment proposals to the same UN Regulation, will be merged with those concerning the 06, 07, 08, and 09 series of amendments approved in this session, thereby reducing the proliferation of documents in WP29.

All the above proposals were originated by GTB; they will be sent for final approval at the 195<sup>th</sup> WP29 Session in March 2025. Since no other amendments to the 03, 04, and 05 series of amendments to UN Regulation № 48 are foreseen in the meantime, also the proposal for these series of amendments approved at a previous GRE session will be sent for the March 2025 WP29 session.

The discussion on the following items did not reach a positive conclusion, therefore the examination of the related proposals will resume at the April 2025 GRE session:

- the official GTB proposals on the Signal Road Projection (SRP), aiming to improve the conspicuity of the reversing lamps and of the direction indicator lamps by means of projection on the ground, were already presented informally at GRE in April 2024, and subsequently updated to reflect the comments received during that session. At GRE-91 a revised proposal for reversing projections—see document [GRE 91-25](#)—received general support (except from the UK), while the proposal for direction indicator projections was opposed by several countries. GRE suggested to better specify a limited number of use cases allowing to activate turn signal projections to minimize the risk of disturbance and confusion, particularly in dense urban traffic. GTB will prepare two updated proposals for the next GRE session.
- the French proposal to regulate the (optional) installation of working lamps was discussed at length, but no final agreement could be reached on a number of points. Even if some countries consider it important to provide harmonized requirements in UN Regulation № 48, others pointed out that this harmonization could force many countries to change their national rules on the matter, and this was not considered acceptable. It was suggested to reduce the requirements on work lamps in UN Regulations to a bare minimum (for example, specify only the electrical connections). The proposal will be updated, both from technical and formal point of view, for the next GRE session.
- GRE/TF-AVSR presented two proposals about automated vehicles, for the adaptation of UN Regulation № 48 and a draft separate UN Regulation on ADS marker lamps (providing requirements for both the signalling device and for its installation). The discussion on both documents will resume at the next GRE session, mainly to take into consideration the results of work of a specific GRVA Task Force on terminology and classification of ADS vehicles.
- the first results of the work in the GRE/TF-LUPC (Lamps Under Parked Condition) on charging-indicator and lamp-test-mode functions were presented. In general, these two new functions were deemed acceptable but it was requested to clearly specify their use conditions and to limit the switched-on duration and the allowable colours for the charging indicator. A further update of the work progress and a proposal for the amendment to UN Regulation № 48 are expected for the next GRE session.

Finally, further to the presentation made by FIA (Federation Internationale de l'Automobile) at the 90<sup>th</sup> GRE session in April 2024, reporting the results of their 2024 European consumer survey on glare in road traffic (document [GRE 90-40](#)), a new GRE Task Force on glare prevention was created. Its declared scope is to prepare proposals to amend UN Regulations to reduce glare caused by vehicle illumination devices and systems, and by certain signalling devices.

The TF will be co-chaired by Germany and Canada, and the Secretariat was assigned to GTB. The duration of mandate of the TF was not yet defined but the need for long studies and research was foreseen; it was suggested to organize the TF work in multiple phases, extending, if necessary, the mandate after each phase. In addition, the glare-in-road-traffic item was moved to the 'priority items' in the list of subjects under consideration by GRE.

Also on the glare topic, Japan presented the report of its “Research on Standards for Automotive Lighting in Aging Society” (document [GRE 91-17](#)), specifically orientated to evaluate glare in relation to the increasing age of the road users, and to suggest possible solutions.

# ISAL 2025: Crown Jewel in Vehicle Lighting Expos

LIGHTING NEWS



The International Symposium on Automotive Lighting returns to Darmstadt, Germany, from 22 to 24 September 2025. ISAL 2025 will bring together automotive lighting professionals, industry leaders, and academics to advance discussions on technology, research, and practical applications.

ISAL uniquely balances scientific research with industry insights, providing a comprehensive perspective on key topics such as ADAS and lighting integration, HD lighting, lighting design, light communication, and sustainable lighting. This balance allows participants to stay updated on trends, regulatory changes, and emerging technologies that impact both academia and industry.

## Key ISAL Deadlines:

- **Call for Papers:** Open now until 28 February, 2025
- **Exhibition & Private Room Booking:** Open from 21 October, 2024 to 24 September 2025 (first come, first serve)
- **Paper Acceptance Confirmation:** 17 April, 2025
- **Ticketing Opens:** 17 April, 2025
- **Full Paper Submission:** 16 June, 2025

Don't miss this chance to showcase your work and connect with global experts in automotive lighting. For details, visit [isal-symposium.de](https://isal-symposium.de) or contact [info@isal-symposium.de](mailto:info@isal-symposium.de). For exhibition bookings, email [exhibition@isal-symposium.de](mailto:exhibition@isal-symposium.de).

# Hella Rear Lamp on Lynk & Co Z20

## LIGHTING NEWS



Forvia Hella have launched an aerodynamic rear wing light for the Lynk & Co Z20 ("O2", in Europe) electric SUV. This rear lamp incorporates an ultra-long overhang wing design, creating a highly three-dimensional and differentiated aesthetic appearance and significantly enhancing the aerodynamic performance of the vehicle.

It is the first time for Hella to integrate a rear combination lamp and vehicle wing in one comprehensive solution. This lamp is equipped with different interesting details like:

- Turn signal on trunk lamp only
- Logo tempoprint on outer lens
- 3K lens (black – crystal – red) with complex shape
- Body tail lamp boost when trunk open

Find photos and more details about this innovative rear lamp in our [previous DVN coverage](#).

# Valeo Martos: Paving the Way for the Best in Lighting

## LIGHTING NEWS



For 53 years, Valeo Martos has been anticipating technological developments to remain at the cutting edge of lighting technology, designing and producing for the most demanding customers in Europe. The site, which employs 2,700 people including 500 engineers, produces headlamps, rear lamps, electronics and interior lighting products, and also develops projects that will be manufactured across Valeo's Europe lighting plants.

The site counts with a wide range of disciplines to innovate and answer the future market expectations towards a safer, appealing, interactive and sustainable mobility such as optics, electronics, mechanics, simulations, prototypes, automation, tooling, maintenance, and more.

Eight million headlamps and rear lamps and 11 million electronic parts are produced every year on the site, which boasts over 70 production lines and almost 500 robots. A sign of the site's dynamism, 25 development projects are currently underway, and a new building dedicated to R&D will be inaugurated after summer 2024.

"The products that are developed and produced here are jewels of style, technology and performance", says Maria Angeles Barragán, an optomechatronics manager who started her career here as an electronic engineer. "It's a great source of pride to see them on the road. And we're lucky to do things we're passionate about. Here, I don't get bored a single minute of my day. You can be sure there's always something to do, something to pick up, something to solve".

Senior Site General Manager and National Director of Valeo in Spain Manuel Sánchez-Gijón says, "Our pillar is our people. Their know-how, commitment, and passion are key for the site's success. Valeo Martos has strongly contributed to the socio economic development of the province not only creating employment but also contributing to the implementation of an educational cluster in collaboration with Universities and Professional schools focused on defining new degrees and training modules adapted to automotive needs giving opportunities of integration to our young students. We have the talent, the technology, the facilities but, overall, the sense of belonging and passion to improve continuously. It's so easy to be proud of such a site where we have everything needed to succeed and build a sustainable future".

# Covestro-Ausell Pact for ELV Plastic Recycling

## LIGHTING NEWS



Covestro have announced deeper collaboration with Chinese plastics recycling company Ausell. Building on their previous partnership in recycling polycarbonate water barrels, this new pact aims to accelerate the recycling of plastics from end-of-life vehicles, contributing to the automotive industry's circularity by transforming waste into valuable materials for new automotive components.

Since 2020, Covestro have been partnering with Ausell to recycle a million 19-litre polycarbonate water barrels annually, converting them into high-performance post-consumer recycled (PCR) polycarbonates for industries such as electronics, home appliances and automotive. With this strengthened collaboration, Ausell will supply recycled polycarbonates derived from discarded automotive headlamps, which Covestro will then process into high-quality PCR materials for automotive engineering applications. This partnership marks a further step to effectively closing the plastics recycling loop within the automotive sector, reducing waste and carbon emissions while enhancing resource efficiency.

Lily Wang, Global Head of the Engineering Plastics Business Entity at Covestro, says, "We are excited to deepen our partnership with Ausell as we work closely with our value chain partners to accelerate the circular transformation of the automotive industry. Together, we are committed to pioneering sustainable solutions that will lead the way toward a circular and climate-neutral future".

And Ausell CEO Xia Wenjun says the increased cooperation with Covestro "represents a significant step toward achieving our shared vision of a circular economy. By turning end-of-life automotive components into valuable resources, we are not only reducing waste but also contributing to the development of sustainable materials for future vehicle production".

The automotive industry, facing increasing regulatory pressures for sustainability, as well as following their own roadmap to close the loop of materials, is looking for robust and adapted solutions to their challenges. The recycled polycarbonates resulting from this cooperation will increase the sustainability of automotive components and demonstrate the potential for high-value recycling solutions.

# General News

## Successful Public Listing for APT Electronics

### GENERAL NEWS



On 8 November, Guangdong APT Electronics was successfully listed on the main board of the Hong Kong Stock Exchange. APT issued 38.64 million shares at an offer price of HK\$3.61, with a public subscription multiple of 5,678 times, setting a new record for Hong Kong IPOs of technology companies and ranking second in the history of Hong Kong IPOs.



Left: Chen Zhenghao, APT cofounder and Director. Right: Xiao Guowei, Executive Director, Chairman and Chief Strategy Officer, jointly banged the gong.

Executive Director, Chairman, and Chief Strategy Officer Xiao Guowei delivered a speech, and the stock price rose by more than 50 per cent to HK\$5.56 after the opening of the market.

APT was established in August 2006 in Nansha, Guangzhou, with a total share capital of about C¥500m. It is a high-tech enterprise incubated and established by the Hong Kong University of Science and Technology, and is a leading provider of intelligent visual products and integrated solutions integrating 'LED+' technology in China, covering the fields of automotive intelligent vision, high-end lighting and new displays. It is a national high-tech enterprise, with provincial and municipal second-level engineering technology centres and national CNAS certification laboratories.

The main team have gathered a group of experts and scholars, postdoctoral fellows, doctors, and masters with outstanding achievements in the fields of semiconductors and LEDs, as well as an operation management team with more than 10 years' industrialization experience. The company have won numerous science and technology awards in Guangdong Province and Guangzhou City, and the Science and Technology Achievement Award in Hong Kong industry and commerce.

After years of technological development and accumulation, APT have formed a complete technical system and product matrix. They have developed competitive major products, including vehicle-grade LED devices, automotive electronic modules, 'smart' car lamp trimming systems, new high-gamut thin backlight devices and modules, new miniLED devices and modules; high-end indoor and outdoor lighting, smart lighting, horticultural lighting, UV/IR and other special lighting devices and modules.

Main customers include Flexible Lighting, Samsung Electronics, Hisense, TCL, Chuangwei, Toyoda Synthetic Works, Osram, Loose Lighting, Huaxing Electronics, Changhong, Geely, Guangzhou Automobile, and Changan; APT have won Outstanding Supplier Awards from automaker customers. The annual income exceeds C¥1.8bn, and Geely Group represents 38.8 per cent of the global revenue.

# Atlas Buy Rehau's Automotive Biz

GENERAL NEWS



US company Atlas Holdings have signed an agreement with the Rehau Group to acquire Rehau Automotive. The transaction is expected to close by the end of first quarter of 2025 following the completion of customary closing conditions and regulatory approvals.

Atlas also recently announced their signing of an agreement to acquire SRG Global, who supply injection-moulded, chrome-plated, and painted automotive components. Upon the closing of both acquisitions, Rehau Automotive and SRG Global will join forces as part of a newly formed Atlas platform company. The Rehau Group will hold a stake of about a third in the newly formed company.

Rehau Group President Veit Wagner calls Atlas "the ideal partner for us. The combination of Rehau Automotive and SRG Global will add considerable strength and capabilities as well as yield benefits for customers and employees". And Atlas Managing Partner Jacob Hudson says Rehau have "done a remarkable job of developing into a premier supplier of polymer solutions. We are excited to build upon this strong foundation and work to take Rehau Automotive to the next level in continued partnership with the Rehau Group".

Rehau Automotive CEO Markus Distelhoff, for his part, says the new company will "offer a wider product portfolio with an enhanced value chain. Both companies complement each other geographically: Rehau Automotive has a strong presence in Europe, SRG with a strong footprint in North America".

Headquartered in Greenwich, Connecticut, USA and founded in 2002, Atlas and their affiliates own and operate 26 companies, which employ approximately 50,000 associates across more than 300 facilities worldwide. Atlas operate in sectors such as automotive supply, building materials, capital equipment, construction services, food manufacturing and distribution, packaging, paper, power generation, printing, pulp, supply chain management and wood products. Atlas' companies together generate around USD\$16bn in revenues annually.

Rehau Automotive develop, manufacture, and supply high-quality exterior, bumper, and polymer functional systems for the world's vehicle manufacturers. Their 7,000 employees at 25 locations in nine countries share a passion for making polymer solutions for the automotive industry even lighter, safer and more sustainable. The Rehau Group comprises five companies: Meraxis, New Ventures, Raumedic, Rehau Automotive, and Rehau Industries. With a total of about 20,000 employees, the Group generates annual sales of over €4.5bn.

# Atlas to Buy SRG Global

GENERAL NEWS

ATLAS | HOLDINGS



Atlas Holdings and Guardian Industries have signed an agreement for an affiliate of Atlas to acquire SRG Global, who make integrated and functional decorative trim systems for the automotive, mobility, and commercial truck industries. The transaction, terms of which have not been disclosed, is anticipated to close by early 2025, pending closing conditions and regulatory approval.

Headquartered in Troy, Michigan, SRG Global manufactures premiere automotive components across sites in North America, Western and Central Europe and Asia.

SRG Global President Michael Lee says, "With Atlas Holdings' capital, strategic commitment and vision for building businesses, SRG Global will be positioned for long-term growth and an enhanced competitive position. We're excited to build upon our strong existing foundation as a member of the Atlas family of companies".

Guardian Industries, headquartered in Auburn Hills, Michigan, operate facilities throughout North and South America, Europe, Africa, the Middle East and Asia. Guardian companies employ 11,800 people and manufacture high-performance float glass, coated and fabricated glass products for architectural, residential, interior, transportation and technical glass applications, and integrated, functional decorative systems for the automotive, mobility, and commercial truck industries. Guardian is a Koch company.

SRG Global have a manufacturing presence in major world regions including North America, Western and Central Europe, and Asia. They engineer solutions in plastic, metal, paint, and lighting to provide greater surface durability, structural integrity, enhanced functionality and appearance, and design flexibility. The result is innovative integrated trim and related systems that create value for customers and consumers.